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Infamy Linked to Madness.

Of the Panama Canal bill in the form in which it passed the Senate, these facts are undisputed and undeniable:

It violates the letter and the spirit of a treaty negotiated between the United States and Great Britain, solemnly ratified by the Senate, in which the honor and good faith of this nation are pledged to the faithful observance of its terms.

It discriminates between citizens of this country, providing that certain of them may use the canal and denying to others the privilege of using it.

It seeks to confer on an executive commission the power to legislate.

In this measure the Congress destroys at one blow the credit of the nation abroad, serves notice that a covenant and agreement to which the United States is a party is not worth the paper it is written on, assails one class of citizens at home and deliberately invites litigation, neither the end nor the consequences of which any man foresees. Could the madhouse or the imbecile asylum produce a measure more unfit than this fruit of Representative and Senatorial endeavor?

But, not satisfied with the work of betrayal and injury already done, the Congress, according to report in Washington, now plans further assaults on the transportation systems that wisdom and courage have welded together to serve the country. In conference more restrictions, more inhibitions, are to be added to the bill, that it may more completely reveal the mental and moral characteristics of its authors, by whom treaty obligations involving the fair fame of their country are as lightly esteemed as are the basic truths of political economy and of modern, enlightened business management.

The nation's dishonor and a reckless attack on the welfare of the people and on their hardly acquired property have been written in the Panama Canal bill. A non-partisan pact of infamy will be laid on the President's desk when it is delivered at his office. And this nation is posing as an agent of moral superiority in the councils of the civilized peoples of the world!

The Development of New York Harbor.

The harbor of New York is naturally the greatest seaport in the world. This harbor and the opening of the Erie Canal to the west gave New York its position as the Empire City of the Empire State. Within three years the Panama Canal will be opened, and the reconstructed Erie Canal, upon which the State is expending some \$120,000,000, will carry 8,000 ton steam and electric barges from Lake Erie to our city wharves.

The tidal waters of the port are under the control of the national War Department, under a board of competent engineers. The dock system, as far as it has been municipalized, is under the control of the city Department of Docks and Ferries, with a zealous and competent Commissioner, CALVIN TOMKINS. The harbor waters divide the port into four grand divisions, New Jersey, Long Island, Manhattan and The Bronx and Staten Island. Within the year the Governors of New York and New Jersey have appointed harbor commissions, which are jointly studying the further development of the port.

The diversity of interests and ownership of the waterfront in the harbor as a whole has made coordination and proper organization difficult. Undue dependence on the national Government has tended to dull local initiative. There was no working toward the completion of a general plan, but just the meeting, in detail, of divergent business requirements. The Manhattan waterfront is covered by a series of broken down tenement and cheap lodging houses, an utter waste of precious opportunity and land.

Commissioner TOMKINS, in a recent address before the New Jersey Harbor Commission, covered the main points in these words:

"The fundamental idea of port organization is exceedingly simple and has been worked out as the result of experience at many of the great seaports of the world. It may be briefly expressed as the policy of attaching each part of a port to the best uses to which it can be put. Port develop-

ment is not a new science, although it is in its infancy at New York. Our great foreign harbors, such as Hamburg, Antwerp and Manchester, as well as Montreal, New Orleans, San Francisco on this side, and the rapidly increasing number of other ports, have definitely abandoned the nineteenth century stage in which we still remain and have worked out plans a mere glance at which shows that we must either copy or better them or surrender New York's pre-eminence.

"The basic principle on which they have proceeded is that a port must be developed as a unit, under public dictation of the terms on which private carriers, shippers and consignees shall be served. The port being conceived as an organic whole, administered by the city for the benefit of all, there can be no thought of remaining in or returning to the chaos of jarring private rivalry and mutual obstruction from which we suffer, or of final dependence on the makeshift policy of separate sub-ports constructed by great private corporations, no matter how perfect each may be in itself or how welcome they may be as co-operators in a city system.

"The plans which the Dock Department has submitted to the central governing body are based on the principles of port organization which have been worked out at many ports, due regard being had to modifications made necessary by local conditions."

The plans formulated by Mr. TOMKINS have now been nearly two years before the public, and have received the unanimous endorsement of all the commercial bodies of New York, including the Maritime Exchange, the Chamber of Commerce, the Merchants Association, the Produce Exchange, the Manufacturers Association and the Board of Trade and Transportation.

The recent State constitutional amendment exempted self-sustaining dock bonds from the debt limit of the city of New York, thus making available for dock improvements a dock fund of nearly \$73,000,000.

The Dock Department brings a profit to the city of over \$5,000,000 a year. The plans for improvement and the relief of the congestion of the waterfront, the making of increased room for steamship companies and waterborne traffic at this port are before a sub-committee of the Board of Estimate and Apportionment. This committee has delayed too long. It should act. The subway problem is substantially settled. New York's seaborne commerce is vital. It must not be neglected a moment longer. Public sentiment must force action on this important matter.

The Abdication of Mulay Hafid.

A year ago the abdication of the Sultan of Morocco would have added one more serious complication to the situation which Anglo-French-German differences over Morocco had provoked. To-day it becomes a minor incident in the history of a French protectorate. MULAY HAFID ruled long enough to sign the treaty with France which surrendered the liberties of his people. Having done this his usefulness ended.

Ever since the entrance of French troops into Fez MULAY HAFID has been restive. Originally gaining power in Morocco by raising the popular wrath against his brother as a friend of the Christians, he was inevitably brought into a position where French troops supplied his sole protection from the rebels among his own people. Regarded by them now as the traitor who sold out his country, his abdication and withdrawal from Morocco in fact has the character of a flight from popular wrath.

French despatches indicate that a successor has already been provided in an infant son of the abdicating Sultan. Such a change will be satisfactory to the French, who will find it less difficult to govern in the name of an infant than to exercise actual power in the name of a Sultan who has ruled autocratically and doubtless only conceals a hatred for his Christian masters.

So far as Morocco is concerned, MULAY HAFID is doubtless the last independent ruler. Since the new French Governor, General LYAUTEY, took charge, French troops have been largely reinforced, the native rebels have been beaten in many conflicts, a semblance of order has been restored in the plains, and plans are now being formulated to advance to Morocco City, the southern capital, and thus further to extend European occupation.

MULAY HAFID may go to Mecca. Such was his earlier plan. Afterward he will probably find a home in France, and a pension which will reconcile him to his fate. Like his brother, ABDUL AZIZ, whom he supplanted, he has ceased to be interesting. His abdication itself attracts attention only as it marks one more step in the extinction of even the semblance of independence in the last free State in North Africa.

A Nice Point in Ethics.

It is possible, although difficult, for a layman to understand that a prosecuting attorney might feel himself unjustified in using against an accused person information of which he had become possessed outside his office, but the divulging of that information after it had been carefully concealed throughout a trial is at least a puzzling incident. The State of Georgia, in the case of a woman named GRACE accused of shooting her husband, was represented by one DORSEY, bearing the title Solicitor-General.

The defense contended that the shot which injured GRACE was fired at 11 o'clock in the morning, and on this it was depended. DORSEY, a neighbor of the GRACES, had heard a shot between 5 o'clock and 6 o'clock. DORSEY believes that the shot he heard was the one which injured GRACE. The question of DORSEY's appearing as a witness against the accused while acting as prosecutor arose, and "eminent judges and lawyers advised him for ethical reasons not to go on the stand." DORSEY followed this advice, and in consequence the State could not obtain a conviction. DORSEY is now quoted as saying:

"I knew my evidence regarding the time of the shot would destroy the defense.

The intricacies of medical and legal

ethics are too abstruse for the ordinary citizen, but nobody needs education in the technicalities of the law and its practice to understand the quality of taste displayed in public avowal of the existence of unswerving evidence after the fact. We can conceive of an argument supporting the stand that DORSEY took with the approval of "eminent judges and lawyers," but that those punctilious gentlemen would endorse the present revelations of the prosecutor we do not believe.

I have found here in New Jersey that men who all their lives have been with the organization are opposed to machines. They have been fighting with the organizations to act in the interest of the people. I think the people will act now to prevent the organization from becoming machines—Governor Wilson of New Jersey.

An "organization" is the instrument used by our friends and enlightened supporters to make effective the theories of government to which we subscribe, while the opposition to those theories is represented by that degraded thing men call a "machine."

THE TRAGEDY OF GASOLENE.

Discouraging Outlook for the Owners of Buzz Wagons.

TO THE EDITOR OF THE SUN—Sir: Why have I not seen any reference in the newspapers to the advances in the price of that once luxury, now necessity, gasoleine? Not general talk—I've read lots of that—but specific. Like this:

"I have a tank truck in my back yard in which I store a staff of life, that kind of gas, that elixir without which existence becomes base and less worth while. I paid for the first filling of that tank, 100 gallons, ten cents a gallon. It was in the month of June, 1911.

Before these gallons were exhausted and while I was touring in my luxurious touring car, which is propelled by the aforesaid gasoleine, I happened to put up for the night at a blacksmith shop down the Jersey coast, which shop had been turned into a garage. The owner, a blacksmith, kept a gas tank in this garage informed me that a seducer in the person of a gasoleine tank wagon driver had that very day offered him, if he'd only quit his regular supply, the precious fluid at eight and a half cents a gallon. The blacksmith, who had been informed that the price was fifteen and a half cents a gallon. The price had gone up 55 per cent. Before I submitted to this outrage I called upon the concern that had offered my whilom friend of the blacksmith shop that tempting but mentioned up there, and he informed me that the price was fifteen and a half cents a gallon. The price had gone up 55 per cent. 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